# NATIONAL GUARD NOTES.

HOPE FOR IMPROVEMENT IN THE 9TH REGIMENT-THE CAMP SEASON.

The work of the 2id Regiment in camp was so entirely satisfactory and the post officers were so loud in their praise of Colonel Smith's men that the reports about the shortcomings of the 9th Regiment, which followed the 23d to camp, seem doubly severe. Colonel Seward took a large number of his command to camp, and some officers say that the percentage of attendance was the largest since the camp opened this season. Despite bad weather the health of the troops was good, and Major Titamore said that the 9th Regiment gave the medical department less work than any of the commands which preceded it. But the work of the men was far below the average, and showed that the cramped and crowded quarters of the regi-ment had a bad effect on its work. The post officers, who are the most severe in their criticism of the 9th Regiment say that the week in camp and the new armory, with its comforts and facilities for necessary instruction, will do much to bring the command up to a proper standard.

Colonel Butt was quoted last week as saying that work of the 9th was exceptionally good, and that it compared favorably with the work of the 7th Regiment. Colonel Butt said that the stateent was untrue, and that the only regiment which he would compare with the 7th was the 23d. "The entry duty of the 9th Regiment," he said, "was most unsatisfactory until Wednesday night, when slight improvement was noticed. The men wed themselves careless, and their equipments

were kept in a most unsatisfactory way." The provisional battalion, consisting of the 5th, 10th, 24th and 37th Separate companies, under command of Captain Chase, was the largest provisional battalion of the season, numbering about three hundred men. There were some evidences of newness in its ranks, but the work on the whole was far superior to that of the 9th Regiment, and it reas well as on Acting Major Chase. The non-commissioned officers were prompt and attentive at the schools," and they showed a disposition to profit by their tour in camp. Several non-commissioned officers of the 2th Regiment persisted in remaining away from Captain Thurston's and Lieutenant-Colonel Butt's "schools," and they will probably be deprived of a day's pay for every failure to attend to that part of their duty.

VETERANS HAD BAD LUCK.

The chief feature of the week was the excursion of the veterans and the visit of a boatful of people from Newburg on Wednesday. The weather was unpleasant, but the crowd was large, and all visitors found much to interest them. Many remained for evening parade, but the rain spoiled the ceremony, and the visitors scampered from the parade ground long before the function was over. Captain Marks received a token of regard from the members of Company F on Wednesday evening in the shape of a miniature sliver sword and scabbard.

The camp season is drawing to a close, and when the present detail, consisting of the 14th Regiment, the 8th and 17th Separate companies and the various signal corps return, there will be only the following commands left on the schedule: From August 1 to 8, Troop C, the 69th Regiment and a provisional battalion, designated the 5th, composed of the 3d, 9th, 33d and 39th Separate companies, commanded by Captain Walter Scott, and from August 8 to 15 the batteries of the State.

While the artillery is in camp it will probably be allowed to fire its pieces with service charges, and the various commands will have an opportunity to compete for the Flanagan trophy for accuracy



THE FLANAGAN TROPHY.

in shooting. The trophy was presented to the guard by Lieutenant William L. Planagan some time ago, and has been in the Adjutant-General's office in Albany ever since. The batteries, except the 5th Battery, of Syracuse, will probably march to camp from this cl.y. Battery K, of the 5th United States Artillery, Captain Dillenbeck, will accompany the State artillerymen, and will remain in camp with them until the end of the tour.

Some of the visitors to camp on Wednesday complained of the poor service at the camp restaurant. One visitor gives this as his experience: "No visitor can be served until he pays for a meal check. Having paid, he is at the mercy of the waiter, who serves him when he pleases. The proprietors of the establishment may not know this, but it is true." COLONEL DOWD'S SHOES.

Although Colonel Dowd has not resigned the colonelcy of the 12th Regiment, an active campaign has already been started by those who anticipate the Colonel's action. Lieutenant-Colonel McCoskry Butt is in camp, attending closely to his duties as inspector of guard duty, and while he makes no secret of the fact that he will be a candidate for the colonelcy in case Colonel Dowd should resign, he has asked no one to vote for him, and as taken no part in the contest. He has received has taken no part in the contest. He has received letters from a number of officers, who assured him of their support and who asked him to allow his name to be used. On the other hand, several officers of the 12th Regiment have been conducting a lively canvass against Colonel Butt, without any decided leaning toward any other officer. It seems to be "anything to beat Butt" with them, although those who are well posted say that the opposition has a candidate, who is not a member of the guard at present, and whose strong point is a "political roll."

The following members of Company B, 12th Regi-The following members of Company B, 12th Regiment, received gold medals from Captain Smylle, as a reward for having performed 196 per cent of duty for the drill season of 1855-26; Lieutenant S, S. Stebbins, First Servent Charles M, Smith, Sergeants W, J. Gillieland, E, J. Thompson, J. E. Comboy, Corporals J. A. Opal, C. T. Ott, G. Winckler, J. L. Sands and D. W. Sends, Privates H. M. Ahrens, W. E. Austin, D. J. Coughlan, W. P. Cropper, T. F. Daly, J. Donnelly, J. Ecks, C. Frey, T. S. Graham, J. S. Kessler, H. A. Konniger, C. Matthias, A: B. Van Heusen, J. Walther, J. B. Traut, and Musician A. P. Hasier.

Colonel Franklin Bartlett presided at the meeting of the board of officers of the 22d Regiment which was held at the armory on Monday, and will preside at the election to be held at the armory tomorrow at 8:30 p. m. This will be held to fill the vacancy caused by the promotion of Major Bartlett to the colonelcy. Captain N. B. Thurston, of Company E, will probably be elected without opposition.

sition.

At a caucus held in the armory last Monday the members of Company F. Tist Regiment, nominated Sergeant Goldshoro for first lieutenant. His election will be contested by First Lieutenant Clayton. The committee to make arrangements for the erection of a range-house at Creedmoor for the Tist Regiment is composed of the following officers: Lieutenant-Colonel W. W. Downs, Captains Frank Keck and E. F. Austin.

ATTRACTIONS AT THE HOTEL CHAMPLAIN. Hotel Champlain, N. Y., July 25 (Special).-Summer travel is rolling northward in a great tidal wave this year. The house count of Hotel Champlain is far ahead of last season's record. The officers of the 21st Regiment, United States Army, stationed two miles north of here, celebrated their thirtyfirst anniversary by a banquet at Hotel Champlain. Covers were leid for tweaty-five. The table decorations were unique, representing a miniature army camp, with guns, soldiers, etc. Many toasts were given. All expressed admiration of the menu and service, and a vote of thanks was given Manager Seavey and his steward.

The Troy Vocal Society gave its annual concert in the dining hall Tuesday evening, Mr. Thomas Impett gave a tenor solo. Dr. J. Albert Jeffrey

popular. Mrs. D. A. Loring, of New-York, enter-tained a party on Monday. Commodore Z. I. Sher-wood, United States Navy, has apartments here for the season wood, United States Navy, has apartments here for the season. Garret A. Hobart and his son are both successful in bass fishing. They are out nearly every after-

in bass fishing. They are out nearly every afternoon.

Sunday will be Evacuation Day on Lake Champlain. On July 26, 1759, the French abandoned Fort Ticonderoga and Fort St. Frederick, which they had held in possession for more than a century. These and other historic localities on the lakeshore are within a few hours sail from Hotel Champlain, and boating parties are made for excursions to the various points of romantic and historic interest every day.

The Champlain Golf Club have formulated plans for another tournament, and are doing a great amount of practice playing. The scarlet coats are seen on the greens at all hours of the day. Late additions to the register are Mr. and Mrs. J. S. Spencer. Mr. and Mrs. J. D. Adams, Mr. and Mrs. J. Wadsworth, Mr and Mrs. E. R. Blagden, Dr. and Mrs Steison, G. S. Fisk, Mr. and Mrs. H. C. Perrine, Mrs. W. S. Daland, the Misses Daland, Mr. and Mrs. John H. Hendley, Lewis C. Mack, J. B. Parmeile, G. L. Loomis, W. H. Fuller, Commodore Theodore Zeller, Mrs. Theodore Zeller, Commodore R. F. Sherwood, W. T. Newell, George M. Wright, of Greater New-York.

THRONGS AT NARRAGANSETT PIER.

HOPS AT THE HOTELS AND A BICYCLE TEA-

Narragansett Pier, R. I., July 25 (Special).-Last Saturday's trains brought the people here in large numbers. The arrivals on that day numbered severa! hundreds, and all through this week the additions to the number of guests at the various hotels have been large.

At the Casino hop last Saturday night there was a large attendance. Society was out in full force, and more than six hundred persons were present. Among those present were Mr. and Mrs. Brander Matthews, Miss Marie Churchill and Miss Edythe Earle, Mr. and Mrs. Hoffman Miller, Dr. George R. Smith, all of New-York. Among others were Mrs. Edward Hoppin, Mrs. Radeke and Mrs. William C. Baker, of Providence, and Edward Gray, of

The Mathewson House cared for 361 guests over Sanday. The hops at the Mathewson House are new held Tuesday and Friday evenings. The first

Sanday. The hops at the Mathewson House are now held Tuesday and Friday evenings. The first Tuesday evening hop was held this week.

A bleycle tea was given at the Point Judith Country Club house on Saturday afternoon. New-York, Philade-phia and Washington were well represented.

There have been two large railroad excursions here this week, one from Boston and one from Worcester. These excursions, while they bring a large number of orderly people to visit the beach and other attractions and put some money into the tills of the hotel-keepers, are not regarded with favor by the regular guests at the Pier.

The new life raft at the beach will be the largest ever launched aere. It will be twenty-five feet long and twelve feet wild.

There was a children's hop at the Mathewson House ballroom this afternoon at 4 o'clock. The children from the other hotels and the cottages were in attendance in large numbers.

Grenville Kane, of New-York; William C. Marrow, of Washington, and Dr. Joseph Leidy, of Philadelphia, have been appointed a committee on outdoor sports by the Point Judith Country Club. The bleycle tea to be given at Dunmer for the benefit of the Ladies' Narragansett Pier Improvement Association has been postponed to some day in August, yet to be announced.

Francis I. Kinney, of New-York, has purchased four acres of land on the ocean road between his house and the Continental Hotel. It is the intention of Mr. Kinney to improve this property.

The pony and bicycle races at the Point Judith Country Club this afternoon attracted a large number of the hotel guests, as well as the cottagers.

Among the New-York people who have recently

Among the New-York people who have recently arrived are the following: H. H. Duryea, Alfred T. Carroll, Schuyler Quackenbush, W. H. Falconer and family, Dr. G. G. Ward, John F. Daniell, A. de Castro, Dr. and Mrs. B. Newton, Grenville Kane, G. W. Van Ness, Lieutenant C. L. Burns, U. S. A., Dr. and Mrs. W. Gilmore Thompson, Mr. and Mrs. J. Otts Livingston, Mr. and Mrs. William H. Owen, Mrs. R. D. Lane and Mr. and Mrs. Allen Schenck.

### ARMY NOTES OF INTEREST.

While enthusiasts on the subject of aerial navigaproblems that beset the construction of a successful airship, some of the great Powers have been quietly experimenting with the balloon as it now exists, in order to find whether even in its crude state it cannot be made an important implement in modern warfare. Carefully conducted experiments have proved that modern rifle balls have little effect on a balloon, and that it could be practically used at such a height and could be so manipulated that even with shrapnel shells it would be almost impossible to disable it. And now, not to be lack-ing in modern developments, the United States Army is to have two balloons. One of these was purchased abroad, and the other was manufactured in this country by Captain W. A. Glassford, of the In this country by Captain W. A. Glassford, of the Signal Corps. This balloon has a capacity of 13,000 cubic feet, and a building is to be erected at Fort Logan as a main storage place for it, and to prevent, as much as possible, the leakage of gas from the bag. That it is important to guard against leakage is evident when one considers that the cost of filling the balloon a single time is \$300. To provide for the filling of it two plans are suggested. One is to have a portable gas plant, and the other is to carry the gas in a condensed form in metal tubes. A system of military ballooning has been worked up by efficers of the Signal Corps, under the supervision of General Greety. A series of important experiments is to be made, and it is thought that this will be begun this fall.

The Army is not content, however, to increase its efficiency with balloons alone, but is also experimenting with another modern machine—the blcycle. The latest news in this field of experiment is the organization of a bicycle corps of eight or ten men at Fort Missoula, Mont., to make a thorough test of the bicycle as a practical instrument for military purposes in a mountainous country. The corps is under the command of Lieutenant James A. Moss, of the 2th Infantry, and the experiments are to be the most thorough and extensive ever made on this subject in this country. These experiments will include the rapid conveying of messages to posts several hundred miles distant, both with and without relays, and along the main road with and without relays, and along the main road and on mountain trails, the rapid establishment of signal stations, route sketching, scouting, road patrolling and reconnoissence and practice rides with rifles, blankets, rations and shelter tents. The bicycle adopted for this work is the Spalding. The experiments are to begin next month, and to continue through September and October. A noteworthy feature of the enterprise is that a bicycle repair shop is to be maintained, where the soldiers are to have instruction in repairing the wheels by one of their number who has worked for five years in the repair shops of a bicycle manufactory.

The Subsistence Department has received from the War Department permission to issue its new cookbook. It is interesting to note that an appropriation has been made for printing several thou-

The names of the non-commissioned officers and corporals who wish to try the examinations for commissions have now been published. There were thirty-one in all who passed the rigid preliminary examinations, but one of these afterward dropped out of the competition. So there are thirty eager young aspirants left, who have been ordered up for the final examination for shoulder straps, When, however, one calls to mind the nearly sixty West Point graduates of the class of '96 who are now serving as additional second lieutenants, the outlook for these thirty young men is dark. Nevertheless, some of them may get the desired straps. straps.

The Army is now about 600 men short of its maximum of 25,000, but the enlistment returns for June show a slight increase in numbers over preceding months; 779 men were enlisted in June, as against 749 in May, 697 in April, 598 in March, 431 in February, 580 in January and 673 in December. As an interesting fact in connection with these figures, it has been pointed out that in most of the months the greatest number of enlistments were at the recruiting stations in the various cities. The new system of recruiting is working satisfactority, and the character of the men is improving, it is said.

Some interest has been aroused in the coming expenditure of money for the improvement of coast defences. The United States has three long lines of coast, much exposed, but insufficiently pro-tected, and the money is to be divided between these. The Atlantic coast is to have the largest share of the appropriation, the Gulf coast comes next and the Pacific coast comes third. The work next and the Pacific coast comes third. The work will centre about the principal cities on the various coasts, although Secretary Lamont declines to publish a list of the places where fortifications will be constructed. Secretary Lamont himself has inspected New-York Harbor's military defences, and he has held frequent conferences with General Craighill. Chief of Engineers. Among the improvements that are intended for New-York Harbor is the building of barracks and quarters to accommodate four batteries of artillery. Plans for these buildings are to be prepared at once, and an appropriation of 100,000 can be devoted to this work.

amine for retirement certain officers who have been reported to the War Department as physically unfit for further active service. The board is to meet to organize on August 10. Its president is Major-General Wesley Merritt, the officer in com-mand of the Department of the Missouri. Up to the present time ten officers have been ordered bewas accompanist.

Mme. C. Zacaroff, of Paris, has returned for the season. Thomas A. Edison and his family are occupying one of the suites of rooms for the season. Mr. Edison says this is the most restful spot he has ever visited. Afternoon teas on the loggia are

NO CHANGE OF CARS BETWEEN NEW YORK AND BROOKLYN.

CAPITALISTS SAID TO HAVE ENLISTED THEIR AID -THE ENGINEERING PROBLEM A SIMPLE ONE-ANN-ST. AND PARK ROW TO

BE THE TERMINUS IN THIS CITY.

Direct connection between the street surface rall-ways of New-York and those of Brooklyn by means of a tunner under the East River may now be regarded as almost a certainty of the near future, provision having been made for its essential feature, the tunnel, and all the rest being dependent upon negotiations between rival corporations for its utilization. It is extremely rare that an enterprise involving such large interests, of so much importance to the public, has been carried so far toward realization as this has gone with such successful avoidance of observation, and consequent escape from antagonism. The elevated railway companies, which cannot view with unconcern such a combination of surface road companies as is contemplated, and the interested patriots who for the public good oppose all new enterprises supposed to have financial solidity until they have been "seen" and converted, seem to have had not even an inkling of the seriousness of the project that has now glided so safely beyond

terference with the traffic on any street, so that it goes under Nassau-st and each of the other streets named at a gradually increasing depth until it is over 100 feet below the surface at Fulton Market and Pler No. 21. It will be 145 feet below the surface of the water and nearly 50 feet below the surface of the rock bottom. No street is used at all, except to be crossed below the surface, and all excavations are to be made on the company's property or at the bulkhead for the removal of the dirt excavations.

The plans show a rallroad with easy grade and well lighted and ventilated. No city property whatever is affected injuriously, and whenever private property is taken the owner must be paid its full value.

The foregoing would be ample warrant for the

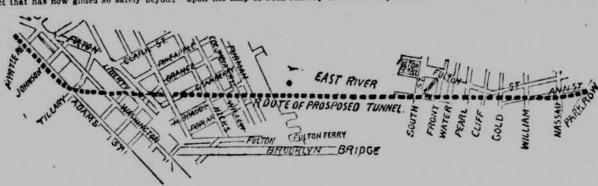
tric and cable lines of street railway, which would, by its aid, be enabled to extend their service to ail

by its aid, be enabled to extend the parts of Greater New-York.

It is, therefore, expected that the tunnel when completed—which it is promised shall be within eighteen months from the present time—will be leased to one or the other of two likely combinations. tions of large street railway interests. One of these combinations may be between the Nassau Electric Company of Brooklyn and the Third Avenue Railroad Company, of New-York; the other, between the Brooklyn Rapid Transit Company and the Metropolitan Traction Company of New-York. With whichever the lease is effected, the basis of arrangement will probably be a guarantee of the principal and 5 per cent interest on the bonde is sued by the New-York and Brooklyn Railroad Company and 6 per cent upon its capital stock, which will thus be made a desirable investment security. It will be easy for individual cars running on quarter-minute headway to carry through the tunnel 12,000 passengers per hour each way, a service that would be infinitely superior to the Fridge service, which last year only carried each way an average of 61,017 passengers per diem, and those with great discomfort, in the "rush" hours, at least.

The greater speed, comfort and convenience for continuance of travel in every direction will be likely to divert to the tunnel a large percentage of the passengers now patronizing the Bridge and ferries, by which conjointy 154,000,000 persons were carried across the river last year. All experience in transportation demonstrates that increase of facilities inevitably creates increased demand for them.

There is one superlatively good place for the New-York terminal of the tunnel, at the northeast corner of Ann-st, and Park Row. A large part of all With whichever the lease is effected, the basis of



ROUTE OF TUNNEL.

hended from a railroad corporation so sienderly capitalized and putting forth as its incorporators men whose names had no especial significance. Ma-jor B. S. Henning appeared as the president, it is true, and he is by no means an obscure or unknown man, but it was known that he has been for a score of years seeking to enlist capital sufficient to build and operate a tunnel on the gravity system, and the association of his name simply encouraged the suspicion that this was a new phase of his strug-gles. The name of the secretary and treasurer, Otto Andrea, jr., suggested nothing; nor did those of the half-dozen men put forth as directors. Altogether, it was easy to suppose that this was simply one of the periodical demonstrations of specu-

railroad company in the surface of any public street, road, avenue or place in said city, unless for temporary purposes, and then only under the direction of the Commissioner of Public Works,
"Second—That all damage to sewer, gas or water

pipes, or to other conduits, or to the foundation of

their reach. That such a project was avowed could not be altogether concealed from them, but the guise in which it appeared made it seem too small and diaphanous for serious consideration.

A charter was obtained at Albany on June 4 of the present year for the New-York and Brooklyn Rallroad Company, the capital of which was given as \$20,000, with the usual clause allowing increase to an amount unspecified. Nothing was to be apprehended from a railroad corporations so sienderly capitalized and putting forth as its incorporators.

A charter was obtained at Albany on June 4 of the present year for the New-York and Brooklyn of the Commissioner of Public Works of such city.

CONDITIONS AGREED TO.

"This assent to be availed of pursuant to the following regulations, to wit:

"First—That no openings shall be made by said that the capital significance, Market and company in the surface of any public street, and the provided the metropolis contents and the plans and profiles hereoforce deposited with this Board, or readilates from it, and connections, branches, turnouts, sidings and switches as may be requisite the plans and profiles hereoforce deposited with this Board, or readilates from it, and connections, branches, turnouts, sidings and switches as may be requisite there between verges to that point, or radiates from it, and connections can readily be established there between verges to that point, or radiates from it, and connections, branches, turnouts, sidings and switches as may be requisite there between verges to that point, or radiates from it, and connections, branches, turnouts, sidings and switches as may be requisite there between verges to that point, or radiates from it, and connections can readily be established there between the plans and profiles hereoforce deposited with this Board, or sail the plans and profiles hereoforce deposited with this Board, or readily be established there between the profiles hereoforce deposited with this Board, or readily be established there between the profiles hereof

That will give to the tunnel a total length of about 8,700 feet, of which the section from the western terminus to the river will be 2,200 feet; that under the river 2,600 feet, and that from the Brooklyn side any structure overlying such tunnels or railroads, of the river to the eastern end 3,500 feet. In the or to the stability thereof, shall be repaired and last section there will be a curve, but all the rest remedied by eald railroad company at its own expense, and under the direction and control of the proper authorities.

"Third—That the stations of such railroad company and the approaches thereto shall be located sixty feet in width, nearly in the centre of the river.

NEW YORK. S ARL ST. IFF ST. LO ST.

PROFILE OF TUNNEL.

THE HOPE HOLD BUILDING THE PROPERTY OF THE POPULATION OF THE POPUL

the Committee on Bridges and Tunnels-composed of Charles Wines, John T. Oakley, Rufus R. Randall

preliminary steps already noted should be taken in

lative enterprise which finds a field in the procurement of charters that may be worth somebody's purchase, but are little likely to.

CONVINCING THE ALDERMEN.

The next necessary size-procurement of the consent of the New-York Bard of Aldermen to the construction and operation of the tunnel under a construction and operation of the charter.

The little EXMO company appeared by its counsel.

F. R. Ester, before the proper committee of the had a map showing where the company would like the had a map showing where the company would like the had a map showing where the company would like the had of how the tunnel would stope do how the tunnel would stope do a hearing. The maximum and slope upone hended by the committee of the portentous sight. He was not backed up by the portentous sight. He was not backed up by the portentous sight. He was not backed up by the portentous sight. He was not backed up by the portentous sight. He was not backed up by the portentous sight. He was not backed up by the portentous when the company would like the sight of how the tunnel would stope do any prominent engineers or known applicables, and he had not much to say beyond a statement of undersidated the company would like the sight of heart New-York in the little expension of the company would like the sight of the profit of the chiral process of any prominent engineers or known applicables, and he had not much to say beyond a state that the sight of the portentous sight. He was not backed up by the portentous proposed of the portentous sight. He was not backed up by the portentous proposed to the

Two great shafts will be put down close to the river, on its opposite sides, to the tunnel depth, and from these four "breasts" can be simultaneously worked. All the material excavated and rulsed through these shafts will be carried away by floats on the river. Should it be found necessary to expedite matters by excavating also from

by floats on the river. Should it be found necessary to expedite matters by excavating also from the termini of the tunnel, little inconvenience, if any, will be caused to the public, as all the work will be on the company's own land, purchased for terminal purposes. The openings near the river will be, upon completion of the work, converted finto ventilating shafts.

Although the solidity of the readbed, the comparative lightness and approximate uniformity in weight of loads carried over it, the strength of the tunnel construction and its depth below the surface in the greater part of its land extensions will also minimize the probable transference of vibrations to structures over the line, it is the purpose of the company, for avoidance of the possibility of even fictitious damage claims, to procure right of way by purchase, wherever the line passes under private property, to cover this, the purchase of property for the termini and the construction of the tunnel will, it is estimated, cost about \$3,50,000. The cost of the Bridge was \$15,00,000, yet the service it affords, at least in the transportation of passengers, is far below that obtainable by the tunnel, while there is no comparison between their respective costs of maintenance. Connection of the surface railway systems of the two clites through the tunnel will probably give new stimulus to the anxiety of the elevated railroad corporations for like connection by way of the Bridge.

BLOCK ISLAND RAIN SWEPT.

## BLOCK ISLAND RAIN SWEPT.

Block Island, R. I., July 25 (Special).—The season has been, on the whole, dull up to date, owing to the bad weather. Nothing like it has been known here for at least sixteen years, or since the local weather bureau was established here. Fog and rain have been the rule, pleasant weather the rare exception, since July 1. Only the men on fishing will tax their nervous energies and find it in catching bluefish in a rainstorm have cared to venture lishing firms of Great Britain. The object of the

guests. Much entertainment is planned for August, and lawn parties, tennis matches, horseback and driving parties will divide the excitement with excursions from places on the nearby coast.

Among the more prominent recent arrivals are the following: At the Ocean View Hotel-Mr. and Mrs. D. S. Price, Mr. and Mrs. Manley Dickens, Mrs. J. N. Crawford, Joseph M. Smith, Mr. and Mrs. J. N. Crawford, Joseph M. Smith, Mr. and Mrs. J. N. Crawford, Joseph M. Smith, Mr. and Mrs. J. N. Crawford, Joseph M. Smith, Mr. and Mrs. Austen G. Fox. New-York. At the Spring House-Mr. and Mrs. Digby Beil, Dr. W. H. Hall, Mr. and Mrs. E. A. Drake, Edward D. Farrell, F. N. Drake, E. L. Champlin, Mr. and Mrs. William E. Webb, M. J. Stanberry, New-York. At the Manisses Hotel-H. S. Naul, Mr. and Mrs. George Clinton Batcheller, J. F. Wallace, William F. Bang, James W. Brady, Leslie Smith, New-York. At the National Hotel-Mr. and Mrs. Edward Palmer. At the Surf Hotel-Mr. and Mrs. John Hutchinson and W. S. Hutchinson, New-York. At the Eureka-Dr. George N. Banning, New-York.

PLEASANT LIFE AT SHELTER ISLAND. Shelter Island, July 25 (Special).-Life at Man-

hanset these warm days and moonlight evenings flows on calmiy and pleasantly, unaffected alike by rain or too much sunshine with its accompanying

aside from its intrinsic value, will be a prize word striving for. Golf players from all over the country are coming to compete for it, and society will turn out in large numbers for the occasion. Bicycing is popular here, as it is everywhere. Dinner parties given by the young ladles to their friends are popular. Tuesday evening there were three of these parties. Miss Carroll, of New-York, entertained party of six of her friends. Miss Winnifred Wilson had as her guests. Miss Edna Schuyler, Miss Florence Lowell, Harry Thompson, Frank Wilson and C. D. Robins. The Misses Filens and ten young people made up the third party.

Among the recent arrivals at the Manhanset are Dr. Holbrook Curts, Dr. C. W. Cornell, Mr. and Mrs. E. W. Gillette, Miss L. M. Gillette, Charles W. Gillette, W. M. Moore and family, E. U. Dobson, J. S. Nugent, Miss E. Nugent, Foster Milken, Mr. and Mrs. A. S. White, George C. Gordon and William M. Fleiss, jr.

### BENCH AND BAR.

GATHERED AMONG LAWYERS AND D THE COURTS.

The trial of Dr. Jameson in England not only promises to be one of the most celebrated State trials in recent years, but it has special interest on account of the form of trial adopted. There have been only three prominent cases of "trial at bar" in over half a century. The longest of these was the Parnell case, in 1880, and the case these was the Parnell case, in 1830, and the case of Pantel O'Conneil, in 1834, was perhaps the one which created the greatest positio interest. The principal difference between the method of trainal opted in the Jameson case and that usual is criminal cases is that several judges, in this instance three, sit instead of one judge, and the jury is a special jury. Each of the judges may charge separately, though the Chief Judge usually act as the spokesman. The advantage of this method of procedure is that each decision of a point of law has the weight of authority of three judges of the High Court, and errors in railings are therefore less likely to occur. The trial is likely to be more protracted than if only one Judge at

are noteworthy enough to attract attention if there were no other ground of interest. Lord Chief Justice Russell has in his brief career on the bench carried out the promise of his long service at the bar, and has made one of the most efficient judical officers which the English courts have had. Judgs Hawkins is one of the ablest members of the Queen's Bench, especially in any ratier of criminal law. The Attorney-General, Sir Richard Webster, has not had many opportunities since he took office to show his ability, but his reputation in private practice insures the conduct of the prosecution with strength and vizor. Sir Edward Charles was one of the most formidable opponents of Sir Charles Russell in important litigation before the latter became Lord Chief Justice. His skill he cross-examination, his elequence and his keenness have made him successful in most of the great cases in which he has appeared as coursel. It is to be hoped that the trial will not be prolonged as to interfere with the visit which Lord Chief Justice Russell had planned to make to this courty next month. were no other ground of interest. Lord Chief Ju-

The rumors of great physical weakness and some mental disorder circulated regarding Justice Field of the United States Supreme Court, met with prompt denial. The eminent jurist has shown h prompt denial. The eminent jurist has shown in recent years some failing of his vigorous health and begins at last to show the effects of age. His legal opinions have, however, been as clear and decisive as ever, and in some cases he has shown notable vigor of expression and clearness in distinguishing close legal points. The Supreme Court has seen so great a revolution in its membersh within the last few years that the passing surport of Justice Field would be like severing the king link between the present and the past of the court. He is the only Justice of the Court who was uponted further back than the Administration of President Hayes, and six of the Justices have been appointed within the last twelve years.

received many social courtesies from lawyers while in England. He was the guest of Lord Chief Jusin England. He was the guest of Lord Chief Justice Russell at a dinner party, and "The London Law Journal," in commenting on the fact, said: "The son of the genial 'Autocrat' is among the best equipped lawyers on either side of the Atlante. His book on The Common Law, which he wrote several years ago, is one of the most crudite legal works ever published, and has enjoyed a large circulation in England, as well as in America. The indiges of different countries might advantageously have a greater knowledge of one another, and the growing intimacy of English and American lawyers is a welcome sign of the times."

The addresses made and papers read at the mestings of the bar associations in several of the States are published in current numbers of the law journals. Few of the speeches were of an entertaining nature, but there were many eloquent and foreible addresses on subjects of importance to the bar of the States in which the meetings were held. At the Fennsylvania Bar Association's meeting the most important action taken was the approval a bill providing for a commission for the technical states in the second of the second that the superior of bills introduced into the Legislature revision of bills introduced into the Legislature it might seem to intimate that the Legislature was not competent to frame its own measures. It was learned however, that the bill had the support of many members of both houses of the last Legislature. The proposed bill was so amended as to provide for a commission which could not recommend to the Legislature any particular measure, but assist in revising the work which they had accomplished. The address by Cortlandt Parker, of New-Jersey, on Sir Matthew Hale was the principal feature of the long programme of speech-making.

tion the need of change in the laws relating to the Supreme and Circuit courts. The acting president, J. F. Follet, declared: "The State of Ohio has the hardest-worked and poorest-paid Judges of the Suhardest-worked and poorest-paid Judges of the Su-preme Court of any State in the Union." He com-pared with the small salary of \$4.99 paid to the Supreme Court Judges in Ohio the salary of \$5.00 in Massachusetts, \$5.00 in Pennsylvania and \$5.00 in New-York. In Massachusetts the Judges hold office for life, in Pennsylvania for a period of twenty-one years and in New-York for ten years. The Supreme Court Judges in Ohio are also with-out stenographers or typewriters, who might as-sist them in the preparation of opinions. The law-yers were carriest in their denunciation of the manner in which the Supreme Court indges were treated, and it is possible that the action of the lar Association may lead to some relief for the overburdened Supreme Court and some increase in the inadequate salaries paid.

The Illinois lawyers at the annual meetings of their Bar Association were even more vigorous in their denunciation of the defects in their judicial system than were the lawyers of other States. The principal ground of attack on the judicial system was the holding of sessions of the Supreme Court at different parts of the State. The migrature of the state. tem was the holding of sessions of the Supreme Court at different parts of the State. The migratory Supreme Court is a relic of the earlier days, when traffic from one part of the State to another was difficult, and it was convenient to have courts held at points readily accessible to lawyers and hitigants. Most of the States which had a migratory system long and gave it up, and in almost all of the States the sessions of the Supreme Court are held at the State capital. John H. Hamiling, the president of the Hilmois Bur Association, compared the work of the Hilmois Bur Association, and found that in many respects the Hilmois methods were less progressive than those of other States. The manner in which the court disposes of case by considering them through committees makes il likely that only one, or at most two judges could have read the record, and the others gain that knowledge from the one who has taken charged the matter. Oral arguments are discouraged, and one member of the Supreme Court at a presion meeting of the Bur Association suggested that such arguments were frequently of little value. The result of the methods adopted and the lack of oral arguments is that sometimes inconsistent views are expressed in different cases which are under consideration, and which may be announced from the bench of the same court within a short space of time. Judge Philip Stein, of Chicago, was among those who opposed the present system of holding court in each of the three grand divisions of the State. All of the speakers believed that it would be better to have the court held at a single point.

"A New Abridgment of the Laws of England" has Ing bluefish in a rainstorm have cared to venture out much.

The beach has been almost deserted, the cyclist and the pedestrian have been housed, and lawn tennis is a forbidden luxury. Whist, euchre, bowling, pool and draw poker have served to amuse the guests. Much entertainment is planned for August, and lawn parties, tennis matches, horseback and driving parties will divide the excitement with excursions from places on the nearby const.

Among the more prominent recent arrivals are the following: At the Ocean View Hotel—Mr. and Mrs. Austen G. Fox. New-York. At the Spring House Mr. and Mrs. Manley Dickens, Mrs. J. N. Crawford, Joseph M. Smith, Mr. and Mrs. Austen G. Fox. New-York. At the Spring House Mr. and Mrs. Edward D. Farrell, F. N. Drake, E. L. Champilh, Mr. and Mrs. William E. Webb, M. J. Stanberry, New-York. At the Manisses Hotel—M. S. Naul, Mr. and Mrs. George Clinton Batcheller, J. F. Wallace, William F. Bang, James W. Brady, Leslie Smith, New-York. At the Surful Hotel—Mr. and Mrs. Bowlink in Groat Eritain there has been no official teneral abstract or abridgement of the law for many years. The revision of the general statutes in this somewhat similar information to the statute law on medical teneral abstract or abridgement of the law for many years. The revision of the statute law on medical teneral abstract or abridgement of the law for many years. The revision of the statute law on medical teneral abstract or abridgement of the law for many years. The revision of the statute law on medical teneral abstract or abridgement of the law for many years. The revision of the statute law on any particular subject in the first of the law for many years. The endency toward some law in other States. The tendency toward some law in other

The General Term of the Supreme Court for the Third Department has recently decided an interesting question as to the presumption of death. The husband of a woman who had been injured and finally died from the result of the accident brought an action against the village authorities. The defendants sought to show that he was not the legal husband of the woman. It appeared by the evidence that the woman had been previously married, and four years after her husband's disappearance for many years as man and wife. The law presumes for many years as man and wife. The law presumes for many years as man and wife woman did not wait for that length of time. The woman fide not wait for that length of time. The General Term held that even if the second marriage can be seen years, but they was originally invalid the fact that they had fred together for many years, evidently intending to together for many years, evidently intending to the great that they was a vigil meritage after the seven years there was a valid merriage after the seven years. The General Term of the Supreme Court for the



and William Tait—reported on the application of the New-York and Brooklyn Railroad Company:

That the proposed tunnel when constructed will be of the greatest public utility. The consolidation of New-York and Brooklyn under one government emphasizes the need of a closer physical connection between them. Every possible aid to rapid transit betwen the two parts of the greater city should be invoked, and the construction expedited to the fullest extent consistent with the due preservation of private and public rights. It may not be too sanguine to hope that in the not distant future every considerable thoroughfair on either side of the East River will be directly connected with its most natural extension on the other, either by bridges or tunnels. Whenever a proposition to construct a bridge shall be presented to this committee it will receive the most carnest attention, with a desire to find it practicable. The great cost of the approaches, however, renders the construction of numerous bridges unlikely, and the present application seems to be the first practicable effort upon a line which, if successful, we may reasonably hope will have many imitators.

THE TERMINALS. There being no dissent from the main proposition that rapid transit with uninterrupted communica-tion between the eastern and western parts of the Greater New-York is essential, and that a properly

verbal understanding had already been reached that when the consents of the 4 dermen of New-York and Brooklyn had been gained the capital stock of the tunnel company should be increased to \$5,000,000 and a tike amount of bonds should issued; that in consideration of a transfer of those bonds to the Columbian Company it would supply all the money required for constructing the tunnel, procuring rights of way, purchasing property for

But before the charter of the New-York and

Brooklyn Antiroad Company had been obtained a

terminals and other purposes and, in brief, for all necessary expenditures of the enterprise. The conat once. All interests on that side of the river capable of exerting any influence are favorably disposed toward the project of street railway connec-tion with New-York. Electric cars capable of transferring passengers from the Brooklyn City Hall to the City Hall of New-York in two minutes

Greater New-York is essential, and that a properly built tunnel will provide that rapid and uninterrupted communication, your committee examined the route of the proposed tunnel railroad and its mode of construction and found, first, that its route extends from Ann-st, and Park Row, at which point the great north and south lines of surface travel meet, in front of the Postoffice, and within close proximity to the City Hall of New-York in two minutes in that transit—for any Brooklynite to think with patience of an obstacle being put in the way of financial and commercial activities. Thence it extends easiward on private property to be acquired by the refiroad evenanty under Nassau. William, Gold, Cliff, Pearl, Water, Front and South sis, and a corner of Fulton Market under Pier No. 23, and thence under the land under the East River to Brooklyn, with a terminus near the City Hall.

Where the surface travel of Brooklyn concentrates. This route is admirably selected, notably for the convenience of the greatest number of travellers, but also to enable a connection to be made with the tracks of the surface lines, by which a continuous ride may be had from any part of New-York to any part of Brooklyn and thereby avoid, for many riders at least, two changes of cars with the attendant inconvenience.

The mode of construction requires the railroad company, beginning with the surface of the streets, to make its grades on its own property, without in-

heat. There is not an unoccupied moment from breakfast to the hour when the electric lights, with a warning blink a moment before, go out. Golf is just now the all-absorbing topic of conversation. The new clubhouse (new only as a clubhouse, but once old and weather-stained as a quiet country farmhouse) is almost ready to open its doors to the devotees of the game. The golf tournament the devotees of the game. The golf tournament which comes off the beginning of August will mark a new era in the history of Shelter Island as a summer resort. Tiffany is getting up a cup that,